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SIXTEEN PAGES

JUDGING from the recent enormous

bank failures in Australia that would be

a great country for Dwiggin to operate

in.

It was inevitable that a person of

Dwiggin's financial genius should find

his way to Chicago. No pent up Attica

could contract his powers.

The sad fate of the Whisky and the

Cordage trusts—bankruptcy and ruin—

should strengthen the faith of those who

believe in the dogma of retribution.

As Mr. Zimri Dwiggin is likely soon to

find himself out of a job he might turn

his attention to the difficult but

fascinating problem of extracting sun-

beams from cucumbers.

UNTIL one reads of the achievements

of Banker Dwiggin, he cannot com-

prehend how wide a field one man can cover

and how much mischief he can do when

he devotes himself to it.

THE burglar process of getting pos-

session of a postoffice inaugurated by the

Voorhees Democrats of Terre Haute

before the accounts could be squared

must not be taken as a criterion of the

Cleveland brand of civil-service reform.

WHEN it appears that the Cunard

Steamship Company realized last year

but \$55,000 on an investment of \$10,000,

and that seven foreign steamship

companies in the ocean carrying trade

earned but 1.8 per cent. on their capital

stock, the reason why American

capitalists will not enter the competition is

obvious.

THE Presbyterian preacher who threat-

ens to leave the denomination and

declares that many others will do the same

thing if the General Assembly decides

against Professor Briggs and his theory

of an infallible Bible, seems to be at-

tempting to frighten the leaders of that

powerful church. Sometimes alleged

liberalism is most illiberal.

It is but fair to remark that the pen-

in frauds of W. H. Drewry, of Nor-

folk, Va., which the present administra-

tion announced to have discovered,

were unearthed by Secretary Noble a

year ago, when several of his cases were

dropped from the rolls and he was de-

barred from practice. If the Cleveland

administration can succeed in publish-

ing the achievements of the Harrison

administration as its own it will get a

great deal of credit.

THE coarse and vulgar engineer who

slapped President Cleveland upon the

back, shouting, "Hello, Grove; shake!"

reached the extreme of rudeness and

showed an inappreciation of the respect

which should be shown for that high

office that is inexcusable; but even that,

repulsive as it is, is far preferable to

the sycophancy of the reporter of the

New York Times, who, after

visiting Mr. Cleveland, wrote that

"the President was gracious enough to

say." There should be no court phrases

in this country which intimate that it

is an act of condescension for the Pres-

ident to give a civil answer to a news-

paper reporter who, in that capacity,

asked him a question relating to his

health.

THE Hartford Courant takes the New

York Sun to task for asserting that "the

Westminster Confession is accepted by

the great majority of Protestants," and

for styling the coming General Assembly

of the Northern Presbyterians at Wash-

ington the "great council of Protestant-

ism." The Lutherans, the Episcopalians,

the Methodists and the Congregational-

ists do not accept the Confession. The

Baptists, while largely Calvinists, do

not take their creed from the Westmin-

ster Confession. The Methodists num-

bered 4,938,693 by the last census and

the Baptists 3,294,093, while the Presby-

terians were 1,278,323, all told, so that

in no sense can the body which will con-

sider the Briggs case or the questions

Sunday at twenty-five cents. This will

enable visitors to inspect the exterior

of the beautiful buildings and to see a

great many objects of interest within

the grounds, on Sunday; at half the ad-

mission rates charged on week days,

while it avoids the charge of breaking

faith with Congress and removes, or

ought to remove, all grounds of com-

plaint by the moralists and Sabbatarians.

A DESERVED TRIBUTE.

The tribute given by the Postmaster-

general to the postal clerks killed in the

railway accident at Lafayette is not only

just and well merited, but is an indirect

recognition of the value and importance

of the services of postal clerks as a class.

As every one knows, a high order of in-

teelligence is necessary to the men en-

gaged in this business. They must have

retentive memories, quickness of per-

ception and a general alertness of mind

in order to perform their duties properly.

But the many people who know nothing

of the details of their work have but

little idea of the heavy manual

labor and the severe physical strain it

involves. To handle and classify letters

seems at first thought not a laborious

occupation, but when on a single car

these letters are multiplied into the

thousands and the papers and

packages are measured by the ton,

when heavy mail bags are delivered

from and received into flying trains,

when the tired clerk, as often happens,

finds at the end of his "run" that he is

required to repeat it without rest—then

it is learned that the calling is an exact-

ing and toilsome one. It bears with it,

too, heavy responsibilities, for the safety

of each individual letter and document

of this vast mass of mail is in the clerk's

hands and he will be blamed for his

misarrangement or delay. To all this

body and mental strain there is added

the element of danger. Like all men

whose business takes them continually

on the road, they are apt to put the risks of travel out

of sight, but they know, nevertheless, that

when collisions come they are the ones

likely to suffer. To those acquainted

with the toll, responsibilities and dan-

gers of the postal clerk's life it is some-

times a wonder that men can be found

willing to undertake it, but there is no

lack of volunteers for the service from

the best and most trustworthy class of

citizens. Perhaps if they could choose

their callings few of them would enter

this, but in the fierce competition of labor

it often becomes necessary for a man to

do what he can for a livelihood and not

what he would. It is proper, then, that

due honor should be offered to these

useful public servants, when they are

living, and to their memories when they

have given up their lives. The Post-

master-general regrets that he can offer

to the bereaved families no more sub-

stantial recognition than sympathy, but,

in time, perhaps, an appreciative pub-

lic will see to it that this difficulty is

overcome and these government em-

ployees be given the assurance that if

they are killed, when in the line of duty,

the government will not leave their

families destitute.

AN UNWARRANTED CONCLUSION.

The sensational article in the last

Forum is that of an Omaha newspaper

man, who declares that socialism is

making rapid headway in the West.

The Populist political organization, he

tells the Forum's readers, is only a

manifestation of a disease which has

taken a deep hold on the people of the

West. The Populists constitute his

first class of socialists. His second class

is composed of laboring men, farmers,

business and professional men who be-

lieve in the government ownership of

railroads, but who are yet afraid of the

name socialist; while his third class is

made up of avowed Nationalists who

would run the government on family

principles. These three classes, in the

judgment of the writer, constitute a

majority of the citizens of the West, and

if the proposition of government own-

ership of railroads were submitted to

the people to-day it would be carried

by a handsome majority. The writer

further expresses the opinion that

eventually the socialistic tendency of

the West will lead to a division of the

United States into two separate govern-

ments, because of the antagonism grow-

ing out of the effort in the West to en-

force socialistic ideas.

That there is much restlessness in cer-

tain sections of the West incident to

management of the Pacific railroads, to

inadequate information regarding the

cost of transportation, the nature of

what are called monopolies and the

functions of money, there can be no

doubt; but the fact that the club of the

Anglican Church in Omaha has, under

the lead of a pastor who is a theorist,

discussed and declared in favor of

paternalism; that many are taken up

with Henry Georgeism, and that they

are yet dreaming over the impossibil-

ities in "Looking Backward," does not

prove that the great mass of people are

in favor of socialism. They are fads.

As a matter of fact, individualism

as opposed to socialism is nowhere

more pronounced than in the West.

The theorists who feel that they are

taxed unjustly may declare that taxation

should all be put upon land because

they have no land. The farmer who

has land may insist that what he has

been taught to call monopolies should

be taxed or controlled by the govern-

ment because he wishes to escape what

he has been led to regard as unjust

taxation. Even the Populist advocates

a government issue and loan of money,

not to establish socialism, but to enable

him to pay off his mortgage, own his

farm and become independent. In

Western cities of any size more people

are saving money to build homes than

in the East. In no part of the country

is the desire of people who are wage-

earners to obtain a bit of land and a

home thereon so general or so eager as

in the West. In regard to railroads,

there is a feeling in the newer sec-

tions of the West that the rates of

transportation are kept up in order

to pay dividends and interest upon

a fictitious capitalization. They realize

that certain men connected

with railroads have become millionaires,

but most of them do not understand

that these fortunes are the result of

stock manipulation and railway wreck-

ing and have not been taken from the

earnings of the roads. If the subject

was candidly presented to the people of

the West, the majority against govern-

ment ownership would be very decided

if a vote were taken. Whatever the

average Western man asks of corpora-

tions or of alleged monopolies is a part

of their alleged gains for himself. He